

(ESTABLISHED 1881.)

\$30. PER ANNUM;  
SINGLE COPY, 10 CENTS

## Intimations.















## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

Optim for China.  
(From Our Correspondent.)

BOMBAY, 27th August.

The P. & O. Steam Navigation Company's mail steamer left Bombay yesterday afternoon with about 1,500 chests of Malwa opium. The prices of best drug are:—

Malwa (New) Rs. 1,280  
(Old) „ „ 1,370  
(Oldest) „ „ 1,470

(Renter's.)

## The Export of Arms to China.

LONDON, 25th August.

An Imperial decree issued in Berlin removes the prohibition on the export of arms and war material to China.

## The Late Lord Salisbury.

The late Lord Salisbury will be interred privately in the family burial ground. On the 31st inst., there will be a memorial service at Westminster Abbey.

LATER.

## The "America" Cup.

The Reliance won the second race.

The course was a triangular one of thirty miles; the wind at the start was seven knots but variable; the Reliance crossed the starting line 84 seconds ahead, leading by a quarter of a mile, which was gradually increased till after the second mark she led by 1½ miles. In running home, the Shamrock gained considerably, but the Reliance won by 79 seconds, after deducting time allowance.

## WUCHOW NOTES.

(From Our Correspondent.)

Wuchow, 27th August.

THE KWANGSI REBELLION. About 4,000 foreign-dressed Chinese troops arrived today, en route for the seat of the rebellion. After taking in a few necessary stores, etc., they will proceed to the front. Thirty to forty passenger boats and junks, towed by about twenty launches, were requisitioned for their transport, and Wuchow has seldom seen such a procession as passed in front of the city to-day. Quite a string of launches and junks, extending about three miles, wended their way along and the bugle calls from the different boats proclaimed their foreign training.

## CRICKET MATCH.

A single innings cricket match, Wuchow versus H.M.S. Sandpiper, was brought to a satisfactory conclusion, the Wuchow team, which were exceptionally strong, winning by seven wickets.

## ASIATIC LABOUR FOR SOUTH AFRICA.

In the course of the debate on the second reading of South African Loan Bill, in the House of Commons on the 27th ult., Sir William Harcourt asked for a definite Government statement with regard to the introduction of Chinese labour.

There was a telegram, dated 1st Johannesburg, July 24, which said that the Consul at Hongkong had received a cablegram from Hongkong containing a positive offer of 200,000 Chinese labourers to work in the mines for a term of five years, at the wages of £3 17s. 6d. a month, food included. The cost of transport, it was said, was to be arranged by the Mining Companies, and deducted from the wages. This offer had been submitted to the representatives of the industry. The mine owners were determined to force the British Government, if they could, to sanction the introduction of Chinese labour. They had discredited white labour, they had depreciated black labour, and were insisting time after time on the importation of this Chinese labour. These telegrams were the gambling counters of the bulls and bears to galvanise the paralysed industry of the Kaffir Market. One man said to another, "At last the Government are going to give way—we are going to get Chinese cheap labour," and things might go to 16. If there was any doubt about the matter next day, they would go down 16. (The laughter.) In his opinion, it was time the Government spoke out as to whether or not they were against the introduction of Chinese cheap labour.

The Speaker: I do not see how the question of Asiatic labour can arise on this bill. Sir W. Harcourt said that it was a question whether or not the £50,000 for railway would be adequate, and whether or not they were to be worked by Chinese cheap labour. It seemed to him of consequence, inasmuch as this question should be set at rest in this country and in South Africa. The late Secretary had told them, in the case of the war, that they ought to have great regard to the opinion of the Colonies. Well, in the New Zealand Legislature Mr. Seddon had been questioned in discussing and adopting a resolution protecting against the employment of Asiatic contracts of labour in the Rand, and Mr. Seddon had some doubt as to how far he could take that course—that it would put him in a delicate position, as, if the mines were self-governing, it would be an encroachment. The impression Mr. Seddon had come away from South Africa with was that the mines were self-governing. Mr. Seddon said that the introduction of Asiatics would make South Africans think that their sacrifices had been in vain. The introduction of Chinese labour, he added, was a signal failure underground. In view of these declarations and the other facts, the right hon. gentleman urged that the future social condition of the new Colonies would be ruined by the introduction of yellow labour, and that the question was an urgent one. The Government had themselves raised this question as between the Colonial Secretary and Lord Milner, and unless they made it perfectly clear that they were not going to commit the British nation in reference to these new Colonies to this form of gambling which was now going on, and enable people to be deluded more than they had been already, to their injury and ruin, by hopes being raised which never could be fulfilled. If the feeling was so overwhelming against this

labour, why did not the Government declare at once that the employment of it was a policy to which they were averse and to which they would not assent? If they did that, they would give great relief to the sentiment of the two Colonies; and he believed the Government could render no greater service to the new Colonies than to hold decisive and intelligible language on the subject. (Cheers.)

Mr. Chamberlain, in the course of his reply, said: I assume, Mr. Speaker, that I shall be in order in calling attention to the fact that the Colonial Council represents both races in the Transvaal, and I believe is thoroughly representative of every interest in the two Colonies. It passed a resolution to the effect that, in the opinion of the Colonies, it was undesirable that Kaffirs who had no objection to underground labour should be taken for the superior labour that may be required in connection with the railways. That appears to me to be a perfectly reasonable view, and I see no reason why effect should not be given to it. I think it would be a grievous mistake in policy, and it would be fatal to the prosperity of the country, if we were suddenly to create a new and tempting demand for the labour of the Kaffir which would still more than has already been done lower the produce of this great industry. Now, in order that the development may proceed at the greatest possible rate, Lord Milner has applied to me, saying, "We are thinking of employing coolies on the railway. Will you represent to the Indian Government our desire in that respect, and use your influence to induce their consent?" It was an assent to a proposal which the Indian Government has already accepted with regard to Natal—namely, that the coolies should come for a given period, that their indentures should expire in India, that the balance of their pay should be given to them in India so that they could not be permanent residents, and they would not remain in the South African sub-continent, but would return to their native country with their savings in their pockets. It is believed by Natal it was the best way of securing the labour required for sugar estates and other work without introducing a permanent population of Asiatics; and that, a recent has been assented to by both sides; and I do not suppose the right hon. gentleman would ask me to make any protest, even if he dissented, in the case of a self-governing Colony. Why am I to make a protest against it because the Transvaal is not a self-governing Colony, because it is a Crown Colony? I have explained the policy that, so long as I am in my present office, I intend to pursue. Unless a distinctly Imperial interest is concerned, I intend to treat the Transvaal as if it were self-governing. The right hon. gentleman drew an inference which he was really justified in drawing, that the correspondence to which he referred between Lord Milner and myself showed a difference between us. I do not refer to it in that light in the least. I am not certain Lord Milner is not in entire accord with me. He did not know any objection, and he applied to me whether I had any objection and I said, as I said before, as I said when I was in South Africa, as I have said in this House, I have been perfectly consistent. But before I assented to any introduction of Asiatic labour, whether Chinese or Indian, into the Transvaal, I must have some reasonable proof that it was a policy which the Transvaal, if they were a self-governing Colony, would approve. As regards Chinese labour, it is really a premature question. The right hon. gentleman relies upon these little paragraphs which he sees in the newspapers. I assure him that unless you have before you the full information, of which this is only the merest summary, you are extremely likely to be misled as to the importance or character of any movement. At present, no suggestion of the kind has been made to me or brought formally or officially to the notice of the Transvaal Government. And it is certain that whatever may be the objection to the employment of coolies labour, the objection to the employment of Chinese labour would be probably much greater. (Hear, hear.)

## HONGKONG—CALF LYMPH SUPPLIES.

In the House of Commons on the 23rd July Mr. Weir asked the Secretary of State for the Colonies, seeing that there was a public vaccine station at Hongkong, would he state why public vaccinators have to obtain supplies of calf lymph from Hongkong.

Mr. J. Chamberlain: I am not aware of the necessity referred to by the hon. member.

Mr. Weir: Why has the vaccination station been closed?

Mr. J. Chamberlain: I am not aware of it. Mr. Weir: Will the right hon. gentleman inquire?

## SANITARY CONDITION OF HONGKONG.

In the House of Commons on the 23rd ult., Mr. Weir asked the Secretary of State for the Colonies whether he was aware that the recommendations contained in the report of the experts who were deputed to visit Hongkong for the purpose of inquiring into the sanitary condition of the colony had been only partially accepted by the Government of Hongkong; and, seeing that the recommendations had been materially modified in the Bill relating to public health and buildings which was recently passed by the Legislative Council, would he state whether the experts had an opportunity of reporting as to how far the terms of the Bill would meet the difficulties on which they were originally based in their report.

Mr. J. Chamberlain: I am aware that the new Public Health and Buildings Ordinance of Hongkong does not embody all the suggestions made by Professor Simpson and Mr. Chadwick; and I am in correspondence with the Governor upon the subject.

The desire has been generally expressed that a monument to commemorate the great and noble life work of the founder of the Polytechnic, the late Mr. Quintin Hogg, should be erected in close proximity to the Polytechnic. There for many years he devoted himself in the interests of all that conducted to the social, educational, and religious welfare of the young men and women of London, and where, in the midst of all his work, he died on the 17th January last.

A site has been granted in Langham Place by the Borough Council, and Mr. George Frothingham, the eminent sculptor, has been asked to submit designs for a monument. In order that all who admired the self-sacrificed devotion of such a friend to the young manhood of the country may have an opportunity of sharing in this memorial, it is proposed to raise a fund of 50,000 shillings.

There is an old member of the Poly in the Colony, and as subscriptions will, we understand, be also collected in Hongkong, Poly boys will be glad of the opportunity to subscribe to a permanent memorial to one whose work is so well known to them.

## ABACA: THE PHILIPPINE STAPLE INDUSTRY.

(Specially written for the "Hongkong Telegraph.")

Hongkong, 26th August, 1903.

Every fortnight the Hongkong Telegraph in a market report dated from Manila gives regular quotations of sugar and hemp, two staple products of the Philippine Islands, which, with tobacco and cigars, form the bulk of the export of this fertile archipelago. Being little acquainted with the statistics of the last years, the writer of this sketch does not know to what extent the hemp industry is the main product of this new colony. Both can boast of annual crops valued at many millions of dollars, and both give work and substantial earnings to many thousands—nay, to hundreds of thousands—of families. King sugar comes only a bad third. In 1897 the hemp crop reached a total of more than 100,000 tons, and with the exception of the time of the American war the yearly production certainly has not decreased, as ever since the article got known on the European market, the demand for Manila hemp as well as the price paid for it have been steadily increasing.

During the three months since the writer arrived in Hongkong, the lowest price quoted for Manila hemp in the Hongkong Telegraph was £3 10s. free on board. Manila: To-day's quotation (Wednesday, August 26) was £4 4s. 6d. per ton, 100,000 tons of this staple, therefore, represent a value of more than 3½ millions sterling at Manila and very nearly, if not more, than four millions in London, which, next to New York and Boston, is the principal market for this article. A product, which puts such enormous sums of money in circulation, may well be worth more than is given to it at present by the business community of Hongkong, where notwithstanding the close proximity to the land of production, little more than the name of "Manila hemp" is generally known. And yet there is not a steamer or a ship in the harbour, which, with its several hundred dollars' worth of cables and ropes on board, manufactured partially or entirely from Manila hemp, and the prosperity of a large local company, the Hongkong Rope-Manufacturing Co., greatly depends on the facility of procuring the costly fibre in sufficient quantity and at reasonable prices.

The high figure of the latter and the comparative scarcity of the material have caused a large admixture of sisal, New Zealand flax and other fibre, lower in price than abaca in the cables manufactured in Europe and in America, where these articles are more easily procurable than here. The enormous length of the Manila fibre, its great strength and fine glossy appearance make it almost the ideal stuff for ropes. No wonder, therefore, that its price is considerably higher (two or three pounds per ton) than even ramie, its only competitor in quality. This applies only to current fair, the finer and more carefully selected sortings attain such unheard-of prices as £80 to £100 per ton! (Quito, Luis.)

Abaca, or Manila hemp, has nothing at all to do with the plant (cannabis) the fibre of which we are used to call "hemp." The Spaniards, who after the conquest of the Philippines, found the natives clad in rough clothes manufactured from abaca gave the latter the name of cabanas (cannabis, hemp) owing to its resemblance with the European article. On account of the silky appearance of good fibre the abaca (arbol de cannabas) has sometimes been called "the silk tree." But neither the product of the silkworm nor the stem of the hemp plant has any relationship to the abaca, which is simply the fibre produced from the stem of a wild banana tree (musa textilis) which in the Philippines covers many thousands of square miles. The fibre of this species is four times as strong as that of the ordinary banana. In other countries the cultivation of this banana has often been tried, but almost always without success.

The plant requires two things, which even in tropical countries are very rarely found combined, viz., an average yearly temperature of about 30° Celsius (84° Fahrenheit) and a copious rainfall all the year round. Even in the Philippines only the eastern coast provinces south of Manila fulfill these requirements. The North and the West of the main island, Luzon, and several of the southern islands, which are in a less degree visited by regular monsoons, are entirely void of abaca. The plant of which the stem has an average height of ten feet in Albay, the Camarinas, Marinduque, Leyte, Samar, Mindanao, Sulu, etc., reaches only 12 to 2 feet in the west, where sometimes a drought of three to five months occurs. A few hours' steam from the last named archipelago (Sulu islands) lies the Sandakan Bay (British North Borneo) and up to date this is the only spot outside of the Philippine archipelago, where the successful growth of the tree on an extended plantation has been conclusively proved. French Indo-China, British India and the West Indies have been found either too dry or otherwise unfit to produce a good fibre tree.

The production of the fibre is extremely simple. The stem of musa textilis, like that of all other banana plants, consists of the marrow, from the centre of which the leaves grow, and the surrounding layers of petioles, partially still carrying leaves and in part, almost in the same way as the onions are formed. The outermost layers are the oldest, thickest and shortest; in fact, all that remains from the decayed original leaves of the plant. Consequently, they give a shorter and coarser fibre than the inner petioles. The very shortest are scarcely useful, although they give a very valuable material for the manufacture of paper. The marrow is thrown away and the first layers round the marrow are not consistent enough for a good fibre. The plant furnishes in average twelve to sixteen petioles containing hemp of different strength and fineness. The hemp drawn from the exterior petioles is coarser, stronger and darker coloured than that of the inner layers. In each petiole the middle part gives stronger and coarser hemp than the overlapping sides. Insufficient sorting, as well as careless treatment by the natives, gives a very unequal product. Systematic plantation work will furnish a product which stands so much above the average native drawn hemp, as the Assam and Ceylon teas are above the leaves prepared by Chinese coolies without European supervision.

The petioles must at first be separated from the stem. This is done in two ways. Some split the whole stem in two or even four parts over the whole length and, after removing the marrow and the outer rind, force the layers under with wooden wedges shaped round, like the layers of the stem at the bottom in a fluted shape and try to loosen the petioles by stamping the sharp edge on the ground, etc. Another method is, to strip the bark from the undivided stem. To effect this, the operator makes an oblique incision in the skin by the under part of the stalk, drawing the knife gradually to the tip and stripping off the whole length as broad a piece as possible, and the operation is repeated as many times as practicable. (F. Jager, *Travels in the Philippines*, chap. XIV., Chapman and Hall, Piccadilly, 1875.)

The above mode requires more power than the average Filipino is able or willing to expend; for especially the outer layers are extremely hard and the stripping requires no little power. The petioles once loosened are split and turn in strips of two to four inches in width and everything is then ready for the decoration. For the latter the Filipino constructs a rough kind of machinery consisting chiefly of a heavy wooden block with the blade of a knife firmly fixed parallel to the surface and a frame, carrying another blade parallel to the block. The frame is kept up by a system of rough wooden levers which can be pressed down with the foot of the worker so far that the two blades have only as much distance as the scraping of the fibre pulled through between the blade and the block. Others dispense with this apparatus and only fix a knife with blows in a sloping position on the block. The strips of abaca are then simply pulled through the sharp angle between the knife and the block. The strips in this case are less broad. The repeated pulling through the pressing knives very soon removes the parenchyma which binds the fibre, and the latter appears in long white or yellowish strings with a soft silky hue. As soon as the greater part of the strip is cleaned, this part is rolled on a stick and the other half pulled through the knives. Then the fibre is unrolled. The labourer whips it a few times around a pole or a tree, in order to remove small shavings and particles and the hemp is hung in sticks to dry in the sun. In two to three hours the drying is complete and the fibre has been reduced to half its fresh weight. Then it is rolled up in small strings and placed in a magazine until it can be shipped and transported to the packing press, if the producer does not possess such an instrument himself. This, however, is rarely the case. Very few of the producers possess their own ground. Those who own a few acres, on the strength of this possession, lead an idyllic life, working only in a very moderate way, when the necessity of procuring food drives them to this desperate step. The average daily result is 25 lbs. of hemp per man, or a picul a week. Two good men can produce three piculs of hemp in a week. Occasionally, a day has to be set apart for mending the plantations, but the loss of time and work is hardly trifling. The price of a picul of abaca is now £20 to £25. [See quotations May to August, *Hongkong Telegraph*.] The actual price, in the new Philippine currency, is \$19 equal to £2 2s. 9½d. The cost of shipping from the places of growth to Manila is trifling, 37 cents to 50 cents per bale. No doubt, the hemp-grower could realize nearly £2 a picul if he were not a Filipino, i.e., a careless and improvident being—the type of a proletarian. As it is, he works only when his stomach admonishes him to make a start, or when he feels the need of a little excitement, like betting at a cockfight, a love affair or an indulgence in unlimited paluwan or other delicacies. Foreman (*The Philippine Islands*, Sampson, Low, Marston & Co., Ltd., London, 1899, and others) thus amusingly describes the *modus operandi* of a Filipino abaca planter in sore need of a spree.

(To be continued.)

## THE LATE DR. MURRAY.

Dr. J. Ivor Murray, late colonial surgeon of Hongkong, whose death has taken place at Addison Mansions, was educated at the University of Edinburgh, and was admitted a licentiate of the Royal College of Surgeons there in 1845 and a fellow in 1856. Dr. Ivor Murray was an Army Staff surgeon in the Crimea during the Russian War, and was afterwards colonial surgeon, a magistrate, and inspector of hospitals at Hongkong from 1859 to 1870. He had held several public appointments in Edinburgh and Scarborough, where he practised for some time. Dr. Murray had done considerable literary work. He was the author of the "Colony Raisons of the Military Surgery Museum in Edinburgh University," and he had contributed to the professional journals papers on the "Meteorology and Climate of China"—*L. & C. Express*.

## THE INTERNATIONAL EXCHANGE QUESTION.

The Berlin correspondent of *The Times* in a recent despatch states:—Since the members of the American and Mexican commissions came to Europe they have had conferences with representatives of the British, French, and Dutch Governments in London and Paris and at The Hague. In all these capitals—and the same holds true of Berlin—the joint American and Mexican proposals met with an extremely favourable reception. In the British, French and Dutch capitals it was determined that the conferences should remain private and confidential; in Berlin their result was published through semi-official agencies. What they are endeavouring to secure is that in those countries throughout the world which have a silver currency representing a total silver coinage of \$3,000,000,000, and the aggregate population of which is 800,000,000 souls, the attempt should be made to give stability to the silver currency by establishing a steady relation between its value and a gold standard, as has been done in India. On behalf of Mexico, China, the Straits Settlements, the Federated Malay States, Indo-China, and the Philippines, assurances have already been given which exhibit their entire readiness to contemplate measures such as these which the American and Mexican commissions are advocating. There are, undoubtedly, certain difficulties to be overcome, and it would be necessary for China to provide herself with gold deposits at home and abroad in order to establish and maintain a stable silver currency. But the proposed system expressly contemplates this necessity, and it is believed that there would be no serious difficulty in making arrangements for these gold deposits. The general conclusion is drawn that while a country with a depreciated currency is in a position to increase its exports to countries with a gold standard, it obtains a constantly decreasing amount of foreign products in exchange, and thus incur an economic loss which is not balanced by the development in its export trade. The resolutions adopted at the Berlin Conference, which I am assured are substantially in agreement with the views expressed in the other capitals visited by the delegates, testify to a general belief that the interests of European countries with a gold standard which trade with silver countries would be materially promoted by the establishment and maintenance of stable silver currencies in those States.

MEMBERS of the Primrose League Habitants throughout the home counties are rejoicing at the appointment of the Duke of Marlborough as Under-Secretary for the Colonies. His Lordship and the Duchess have long been popular hosts at the celebrated garden parties held at B. Hem. It may be noted, as an interesting circumstance, that the wives of the Colonial Secretary and the Under-Secretary for the Colonies are American ladies. The Duchess of Marlborough, as is well known, is a Vanderbilt.

## BRUSSELS SUGAR CONVENTION.

In the House of Commons on the 21st ult., Mr. Lough asked the Colonial Secretary, whether, under Article XI, the Brussels Sugar Convention has now been laid before all the Colonies in order that they may have an opportunity of expressing their adherence to the Convention.

Mr. Chamberlain said the article had been laid before the colonies on April 21, 1902. None of the colonies proposed to adhere to the Convention.

Mr. Lough asked whether, seeing that under Article 11 of the Brussels Convention it is provided that no preference will be granted in the United Kingdom to colonial sugar as against sugar from the contracting states during the continuance of the Convention, and seeing that the value of the imports of sugar last year exceeded twenty millions, the Government intend, in connection with their new fiscal inquiry, to take any steps that may enable them to modify this arrangement.

Mr. Chamberlain said the hon. member must be aware that the Government were bound by the obligation of the Sugar Convention for five years from September 1 next.

Replying to a further question from Mr. Lough, Mr. Chamberlain said that no bounty, direct or indirect, would be granted in any Crown Colony after September 1 next. Mr. Lough asked whether there were any bounties in existence which had to be suppressed.

Mr. Chamberlain: No, sir.

## CUNARD SUBSIDY.

OVER A MILLION FOR TWO NEW STEAMERS.

The British Government has now completed, the Press Association understands, an important agreement with the Cunard Company, which will shortly be submitted for the approval of the shareholders of that company and of Parliament.

There is good reason to believe that the terms arranged include the payment by the Government to the company of a large sum—considerably over a million sterling—for the construction of two additional steamers, which are to be the largest and fastest afloat.

These vessels, in addition to the remainder of the large Cunard fleet, are, when necessary, to be armed and fitted up in such a way that they can be used as cruisers. The agreement also provides for an increased and improved postal service across the Atlantic. In consideration of these advantages, a substantial annual subsidy to the company will be proposed, as the encroachments made upon the carrying capacity of the steamers by the State requirements will make them less available for the ordinary service of commercial profit.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	1/10
Bank Bills, on demand	1/10 7/16
Credits, 4 months' sight	1/10 1/16
D'cents 4 months' sight	1/10 1/16
ON BERLIN, (demand)	1/10 1/16
ON PARIS, Bank Bills, on demand	1/10 1/16
Credits, 4 months' sight	1/10 1/16
ON NEW YORK, Bank Bills, on demand	1/10 1/16
Credits, 30 days' sight	1/10 1/16
ON BOMBAY, Telegraphic Transfer	1/10 1/16
On demand	1/10 1/16
ON SHANGHAI, Telegraphic Transfer	1/10 1/16
Private 30 days' sight	1/10 1/16
ON YOKOHAMA, T.T.	1/10 1/16
Sovereigns, Bank's Buying Rate	1/10 1/16
Gold Leaf too touch, per tael	1/10 1/16
Bar Silver	1/10 1/16

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—

MALWA NEW	No Sales
" LAST YEAR	990/960
" OLDEST	990/1,030
PATNA NEW	1,070
" OLD	1,085
BENARES NEW	1,070
" OLD	No Sales
PERSIAN (PAPER)	740/830

## To-day's Advertisements.

HONGKONG HOTEL COMPANY, LIMITED.  
NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on MONDAY, the 7th September, 1903, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1903, with the Report of the Directors, and to discuss any matter that may be completely brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 7th September, both days inclusive.

By Order of the Board,  
C. MOONEY,  
Secretary.

Hongkong, 27th August, 1903. [1041e]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., *ex S.S. India*.  
From Persian Gulf, *ex B.I.S.N. and R. & P. S. N. Co.'s Steamers*.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 3rd September, at P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,  
Superintendent.  
Hongkong, 27th August, 1903. [1041e]

## To-day's Advertisements.

JUST ARRIVED.

PER S.S. "HITACHI MARU."  
HASTINGS and NAPHWES YORK CUT HAM and BACON, quite Fresh.

Prices Reasonable.  
5 per cent Discount.  
H. RUTTONJEE,  
No. 5, D'Aguiar Street,  
and  
36 and 38, Elgin Road, Kowloon.  
Hongkong, 27th August, 1903. [1045e]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship

"HAICHING,"  
Captain Passmore, will be despatched for the above Ports, on SUNDAY, the 30th instant, at 9 A.M.

For Freight or Passage, apply to  
DOUGLAS, LAFFRAK & Co.,  
General Managers.  
Hongkong, 27th August, 1903. [1046e]

"SHIRE" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.  
THE Steamship

"MERIONETHSHIRE,"  
Captain G. C. Cundy, will be despatched as above on SUNDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to  
SHEWAN TOMES & CO.,  
Agents.  
Hongkong, 27th August, 1903. [1045e]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"  
Captain W. Ellis will be despatched for the above Ports, on WEDNESDAY, the 23rd September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 27th August, 1903. [1042e]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA,"  
Captain Schmidt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignment by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the



## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.....	"DEUCALION".....	On 4th September.
GLASGOW and LIVERPOOL.....	"AGAMEMNON".....	On 9th September.
GLASGOW and LIVERPOOL.....	"JASON".....	On 17th September.
GLASGOW and LIVERPOOL.....	"PAK LING".....	On 23rd September.
GLASGOW and LIVERPOOL.....	"CALCHAS".....	On 1st October.

S.S. "TELEMACHUS" left Tacoma on the 9th inst. for Japan Ports and Hongkong.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP.....	"NESTOR".....	On 1st September.
MARSEILLES, L'DON & A'WERP.....	"KINTUCK".....	On 15th September.
MARSEILLES, L'DON & A'WERP.....	"PINGSUEY".....	On 22nd September.
MARSEILLES, L'DON & A'WERP.....	"GLAUCUS".....	On 29th September.
MARSEILLES, L'DON & A'WERP.....	"AGAMEMNON".....	On 13th October.
MARSEILLES, L'DON & A'WERP.....	"JASON".....	On 20th October.
MARSEILLES, L'DON & A'WERP.....	"PAK LING".....	On 27th October.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"DEUCALION".....	On 6th September.
	"CALCHAS".....	On 2nd October.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 24th August, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI.....	"HUPEH".....	28th August.
CHEFOO and TIENTSIN.....	"KWEIYANG".....	29th "
NINGPO and SHANGHAI.....	"TOHANG".....	31st "
ILOILO.....	"WUOHANG".....	4th September.
MANILA.....	"OHANGSHA".....	8th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"OHANGSHA".....	8th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 27th August, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-  
date arrangements for comfort of Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO.....	2540	R. Rodger.....	MANILA (DIRECT).....	SATURDAY, 29th Aug., at 10 A.M.
PERLA.....	1980	J. McGinty.....	CEBU and ILOILO.....	MONDAY, 31st Aug., at 4 P.M.
RUBI.....	2540	R. W. Almond.....	—	SATURDAY, 5th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 26th August, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF  
JAPAN, MOJI, KOBE AND YOKOHAMA,

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA".....	5,197	W. E. Craven.....	Sept. 13, 1903.
"INDRAVELLI".....	4,899	R. P. Craven.....	Oct. 14, "
"INDRAPURA".....	4,899	A. E. Hollingsworth.....	Nov. 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOH*.....	"ANPING MARU".....	J. Goto.....	FRIDAY, 28th Aug.
FOR TAMSUI (DIRECT)*.....	"DAIJIN MARU".....	T. Ogata.....	SUNDAY, 30th Aug.
FOR ANPING*.....	"MAIDZURU MARU".....	K. Akashi.....	WEDNESDAY, 2nd Sept.
FOR TAMSUI*.....	"DAIGI MARU".....	T. W. Groves.....	—

\* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 8, Des Voeux Road Central.

Hongkong, 25th August, 1903.

T. ARIMA, Manager.

(1903)

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.HONGKONG-MANILA,  
REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$36.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried. BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 8th July, 1903.

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

## "KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each. The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

FOR CHEMULPO, DALNY AND PORT ARTHUR.

(Calling at SHANGHAI).

THE Steamship

"SULLBERG,"

Captain Meyer, will be despatched for the above Ports, on SATURDAY, the 29th instant, at 5 P.M.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 20th August, 1903.

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SAMBIA,"

Captain Schmidt, will be despatched for the above Ports on SUNDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 22nd August, 1903.

FOR NAGASAKI AND VLADIVOSTOK.

(Calling at GENSAN).

THE Steamship

"SAVOIA,"

Captain Deinat, will be despatched for the above Ports, on MONDAY, the 31st instant, at 5 P.M.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 20th August, 1903.

HONGKONG-MACAO LINE.

## S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURE from Hongkong (on Week Days) at 7.30 A.M. (on Sundays) at 8.30 A.M. From Macao (Week Days) at about 2 P.M. (Sundays) about 8 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1.50; Return Ticket, \$2.50. 3rd Class, \$1; Steerage, 50 cents.

On Excursion, Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5.

Wharf opposite Central Market.

The Steamer runs an Excursion Trip EVERY SUNDAY in Summer.

For Freight, &amp;c., apply to—

SAM WANG &amp; CO., LD.,

81, Queen's Road Central.

Hongkong, 24th June, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Evans, will be despatched for the above Ports, TO-MORROW, the 28th instant, at 10 A.M.

For Freight or Passage apply to

DOUGLAS, LAPRAIK &amp; Co.,

General Managers.

Hongkong, 26th August, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"BARON DRIESEN,"

Captain H. Plazing, will be despatched as above on or about SATURDAY, the 29th instant, at 5 P.M.

To be followed by the s.s.

"NORDKYN,"

Captain A. Beer, on WEDNESDAY, the 30th September.

For Freight, &amp;c., apply to

SHEWAN, TOMES &amp; Co.,

General Agents.

Hongkong, 26th August, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"MOGUL".....31st Aug.

"BRAEMAR".....10th Sept.

"SATSUMA".....23rd Sept.

"SHIMOSA".....10th Oct.

"KURDISTAN".....24th Oct.

"RICHMOND CASTLE".....7th Nov.

For Freight and further information, apply to

DODWELL &amp; Co., LIMITED,

Agents.

Hongkong, 21st August, 1903.

TOYO KISEN KAISHA  
MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU.....	E. P. Bishop.....	3,869	FRIDAY, 28th August, at Noon.
ROSETTA MARU.....	H. S. Smith.....	3,876	WEDNESDAY, 2nd Sept., at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 24th August, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain S. J. Payne, will be despatched as above TO-MORROW, the 28th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light and carries a doctor.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

General Managers.

Hongkong, 24th August, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 1st September, at 1 P.M.

For Freight or Passage, apply to

DAVID SASSOON &amp; CO., LIMITED,

Agents.

Hongkong, 26th August, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"PERSIA,"

Captain Capelletto, will be despatched as above on SATURDAY, the 29th September, 1903.

This steamer has capital accommodation for passengers. Electric light and carries a doctor.

For information as to Passage and Freight apply to

SANDER WIELER &amp; Co.,

Agents.

Hongkong, 24th August, 1903.

REGULAR SERVICE  
BETWEEN HONGKONG AND  
MANILA IN 48 HOURS.TSU FAN  
DENTIST.PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50, Queen's Road, Central.

Hongkong, 28th November, 1902.

## DENTISTRY.

SUI SANG,

Lately Practising with Dr. I. SAKATA,

DENTIST,

No. 26, Connaught Road Central.

Hongkong, 9th February, 1903.

GRIMAULT'S SYRUP  
OF  
HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAULT &amp; Co., Paris. Sold by all Chemists.

NOTICE.

The Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than

TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 14th January, 1903.

## Consignees.

"BEN" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.S.S. "BENALDER,"  
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 27th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd September, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 21st August, 1903.

S.S. "SALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London

ex s.s. Tigre and Cordouan, and from

Bordeaux ex s.s. Ville de Rochefort and

Ville d'Arras, in connection with above

Steamers, are hereby informed that their

Goods, with the exception of Opium, Treasure

and Valuables, are being landed and stored at

their risks into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Limited,

at Kowloon, whence delivery may be obtained

immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before NOON, TO-DAY, the 24th instant, re-

questing it to be landed here.

Bills of Lading will be countersigned by the

Undersigned, Goods remaining unclaimed

after MONDAY, the 13th instant, at NOON,

will be subject to rent and landing charges.

All claims must be sent in to me on or be-

fore the 31st instant, or they will not be

recognized.

All damaged packages will be examined on

MONDAY, the 31st instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,



## Shipping.

**Arrivals.**  
 Elg, Norw. s.s., 708, Christophersen, 26th Aug.—  
 —Moji 19th Apr. Coal.—C. & Co.  
 Bygdø, Norw. s.s., 771, Gundersen, 27th Aug.—  
 —Chingtau 20th Aug. Beans and Oil.—  
 —Vep Sen & Co.  
 Sambia, Ger. s.s., 3623, Schmidt, 27th Aug.—  
 —Singapore 21st Aug. Gen.—H. A. L.  
 Takasago, Br. s.s., 977, Baker, 27th Aug.—  
 —Canton 26th Aug. Gen.—J. M. & Co.  
 Shini Maru, Jap. s.s., 1056, Oshida, 27th Aug.—  
 —Moji 20th Aug. Coal.—Order.  
 Ballarat, Br. s.s., 2860, Summers, 27th Aug.—  
 —Bombay 12th Aug. and Singapore 22nd.  
 —Mails and Gen.—P. & O. S. N. Co.  
 Savoia, Ger. s.s., 1630, Delnat, 27th Aug.—  
 —Swatow 26th Aug. Ballast.—H. A. L.  
 Baron Driesen, R. s.s., 2973, Plazing, 27th  
 Aug.—Amoy 27th Aug. Gen.—S. T. &  
 —Co.  
 Forthbank, Br. bq., 1,322, Young, 27th Aug.—  
 —Cebu 26th June, Ballast.—D. & Co., Ltd.

## Clearances at the Harbour Office.

*San Cheong*, for Canton.  
*Ana*, for Quinhon.  
*Pak Kong*, for Macao.  
*Chan On*, for Wuchow.  
*Haitan*, for Swatow.  
*Kwongchow*, for Canton.  
*Hoi Ho*, for Canton.  
*Hinchi Maru*, for Kobe.  
*Hoiha*, for Hoihow.  
*Wingchoi*, for Macao.  
*Tsitshu*, for Swatow.  
*Marie Jensen*, for Singapore.

## Departures.

Aug. 26.  
*Sabine Rickmers*, for Canton.  
 Aug. 27.  
*Haitan*, for Swatow.  
*Tyr*, for Hongkong.  
*Changchow*, for Canton.  
*Yachow*, for Canton.  
*Hangchow*, for Shanghai.  
*Marie Jensen*, for Singapore.  
*Indradra*, for Shan hai.  
*Shimosa*, for Shanghai.

## Passengers arrived.

Per *Sambila*, from Singapore—715 Chinese.  
 Per *Ballaam*, for Hongkong from Bombay  
 —Messrs. J. Rodgers, A. H. Cott, Assistant-  
 —Paymaster Aylin, Messrs. J. G. Smith, Desham  
 and W. G. McBryde. From Marseilles—Rear-  
 —Admiral Curzon-Howe, Staff-Paymaster Taylor  
 and Lieut. Hardman Jones. From Aden—Mr.  
 —A. Ubaldy, and Capt. F. X. Yawa. For Naga-  
 —saki from Marseilles—Mr. MacLennan. For  
 —Shanghai from Aden—Mr. O. K. Nobel. From  
 —London—Messrs. G. H. Brooke and J. Pickering.  
 —From Marseilles—Messrs. R. Wells,  
 —Collinson and Lassies. From Singapore—  
 —Messrs. H. Schlossberger, W. Puan Choon, Oh  
 —Kee Chuan, Wong Tso, P. Roza, F. M. Perpetus,  
 —and 2 assistants.

## Passengers departed.

Per *Sungking*, for Manila—Mr. and Mrs.  
 —E. Johnson, Mr. and Mrs. H. Theobald, Miss  
 —L. Goldstein, Messrs. J. M. Adanson, F.  
 —Arizabal, S. Arizabal, M. S. Beal, L. S. Blanche,  
 —H. B. Bessier, L. Cavel, J. Delbourgo, A.  
 —J. Finlay, L. Flon, H. L. Gayle, R. Gibson, J.  
 —Glover, Johansen, W. J. Kenny, E. E. Key-  
 —lock, E. O'Brien, L. S. Thomas, M. Valderama  
 —and E. Zobel.  
 Per *Empress of India*, for Vancouver, &c.—  
 —Mr. P. C. Neill, Misses Neill, Mr. W. E.  
 —Norris, Miss C. Watson, Capt. Anley, Capt. G.  
 —Rooke, Major H. B. Brown, Mr. and Mrs. F.  
 —R. Butten, T. H. Phillips, Miss M. Miller, Capt.  
 —J. P. Ryan, U.S.A., Rev. Paul Barnhart, Dr.  
 —David H. Doherty, Mr. Manogue, Major E. C.  
 —Carter, Bishop C. H. Brent, Dr. Jose Albert,  
 —Messrs. C. J. Arnell, E. Lowiero, G. M. Palmer,  
 —Capt. H. C. Clement, U.S.A., Messrs. G. Rod-  
 —dat, Chow How Wai, Geo. Thornridge, R.  
 —Maclean Gibson, Mrs. H. T. Richardson, 2  
 —children and infant, Mr. H. V. Jeffries, Miss  
 —Ida Clifford, Messrs. M. Pickell, R. D. Hoyt,  
 —A. Bryer, Rev. R. T. Johnson, Messrs. F. B. L.  
 —Bowlley, Geo. F. Whitton, Fung Cham, Mr. and  
 —Mrs. Yuen Tak Sau, 2 children and infant,  
 —Messrs. Tam Cheong, Wrin Sun, Master Tung  
 —Shin Chung, Mr. and Mrs. Wing Kee, Mrs.  
 —Belle Dub, and child, Mrs. Yamashita, Misses  
 —Lee Yuet Yoi and Lee Lim Heng, Master Lee  
 —Kwan, and Yip Sam Min, Messrs. Jose Tomas,  
 —Geo. Bowman, and Mrs. Oshina.

## Steamers Expected.

Vessels	From	Agents	Date
Nippon Maru	Shanghai	P. M. Co.	Aug. 28
Rosetta Maru	Manila	T. K. K.	Aug. 29
Nordkya	Manila	S. T. & Co.	Aug. 30
Kumsang	Singapore	J. M. & Co.	Aug. 31
Hiroshima	Singapore	N. Y. & Co.	Aug. 31
Lobian	Manila	C. M. Co.	Aug. 31
Kiaichou	Singapore	M. & Co.	Sept. 1
Zietea	Singapore	P. & A. Co.	Sept. 2
Ludrasamia	Japan	P. M. Co.	Sept. 4
Siberia	Japan	P. M. Co.	Sept. 4
Chingtu	Sydney	B. & S.	Sept. 7
Emp. of Japan	Vancouver	C. P. R. Co.	Sept. 7
Coptic	San Francisco	O. & O. Co.	Sept. 16
America Maru	San Francisco	P. M. Co.	Sept. 23

## Hongkong &amp; Whampoa Dock Returns.

Vessels	From	Agents	Date
Hyacin	at Kowloon Dock		
Pembroke	hire		
Tai-on	"		
Dia	"		
Lightning	"		
Kaipan	"		
U.S.S. Callao	"		
U.S.A.T. Sumner	"	Cosmopolitan	
Helen Wyman	"		
Changsha	"		
Marie Rickmers	"		
Rubi	"		

## Ships Passed The Canal.

Outward—21st July—*Abyssinia*, 24th July  
 —*Benmoh*, *Ping Sney*, *Achilles*, 27th July.  
 —*Auchenard*, 28th July—*Contra*, *Tiberghien*,  
 8th August—*Idoneus*, *Deucalion*, 12th  
 August—*Borneo*, *Fairlie*, *Zitler*, *Regina*, 14th  
 August—*Agamemnon*, *Australan*, *Brigantine*,  
*Lenox*, *Simla*, *Manila*, *Glenck*, *Wakana*,  
*Maru*, 19th August—*Benlawer*, *Indramayo*,  
*Freiburg*, *Simoon*, *St. Filans*, 21st August—  
 —*Benlomon*, *Juau*, *Jalon*, 25th August—  
 —*Ceylon*, *Glenchiel*,  
 Homeward—24th July—*Annam*, 12th Aug.—  
 —*Arara*, 14th August—*Amara*.  
 Arrivals at Home 7th August—*Bombay*,  
 8th August—*Antenor*, *Marburg*, 12th August—  
 —*Strasbourg*, 12th August—*Canton*, 14th  
 August—*Hyson*, *Kawachi Maru*, *Nubia*, 19th  
 August—*Hudson*, *Altinous*, *Preusen*, *Ernest*,  
*Simons*, *Flintshire*, 21st August—*Binge*,  
*Maru*, 25th August—*Kotroma*, *Polynesien*,  
*Glenfarg*, *Suevia*, *Hamburg*, *Vindobona*.

## Vessels in Port.

**STEAMERS.**  
 Anping Maru, Jap. s.s., 1,053, Goto, 26th Aug.—  
 —Fochow and Swatow 15th Aug. Gen.—  
 —O. S. K.  
 Anna, Nor. s.s., 773, Olsen, 23rd Aug.—Moji  
 17th Aug. Coal.—Order.  
 Bourbon, Fr. s.s., 947, Arman, 20th Aug.—  
 —Saigon 16th Aug. Ballast.—Master.  
 Changsha, Br. s.s., 1,463, Moore, 17th Aug.—  
 —Sydney 22nd July, and Manila 15th Aug.,  
 Gen.—B. & S.  
 Chowfa, Ger. s.s., 1,055, Köhler, 23rd Aug.—  
 —Bangkok 17th Aug. Rice, Wood and Gen.—  
 —B. & S.  
 Claverhill, Br. s.s., 1,029, Seldon, 11th Aug.—  
 —Cardiff 23rd June, Fuel.—Admiralty.  
 Daphne, Ger. s.s., 1,209, Schipper, 24th Aug.—  
 —Sourabaya 15th Aug. Sugar and  
 —Ground-nuts.—E. A. T. Co.  
 Doric, Br. s.s., 4,975, Smith, R.M.R., 19th Aug.—  
 —San Francisco 23rd July, via Honolulu  
 29th, Yokohama 11th Aug., Kobe 12th,  
 —Nagasaki 14th, and Shanghai (Woocong)  
 17th, Mails and Gen.—O. S. S. Co.  
 Dor, Nor. s.s., 630, Gjerm, 24th Aug.—  
 —Bangkok 16th Aug. Rice.—Kin Yee Lung.  
 Hailong, Br. s.s., 783, Evans, 26th Aug.—  
 —Swatow 15th Aug. Gen.—D. L. & Co.  
 Hitachi Maru, Jap. s.s., 3,827, Campbell, 24th  
 Aug.—London 17th July, and Singapore  
 19th Aug. Gen.—N. Y. K.  
 Hoiha, Fr. s.s., 509, Merlees, 26th Aug.—  
 —Haiphong and Hoihow 25th Aug. Gen.—  
 —A. R. M.  
 Hupch, Br. s.s., 1,204, Mathias, 21th Aug.—  
 —Canton 24th Aug. Gen.—B. & S.  
 Kisagata Maru, Jap. s.s., 1,740, Yoshitara, 25th  
 Aug.—Kanzu 1st Aug. Gen.—D. & Co.,  
 —Ltd.  
 Laertes, Br. s.s., 1,340, Tonible, 11th Aug.—  
 —Singapore 5th Aug. Gen.—B. & S.  
 Lightning, Br. s.s., 2,122, Spence, 24th Aug.—  
 —Calcutta 8th Aug. Penang and Singapore  
 17th, Gen.—D. S. & Co., Ltd.  
 Mar-a-Rickmers, Ger. s.s., 1,077, Banderli, 22nd  
 Aug.—Swatow 21st Aug. Gen.—A. K. &  
 —Co.  
 Mausang, Br. s.s., 1,614, Welsh, 19th Aug.—  
 —Sandakan 13th Aug. Timber and Gen.—  
 —J. M. & Co.  
 Merionethshire, Br. s.s., 1,911, Cundy, 26th  
 Aug.—Shanghai 22nd Aug. Gen.—S. T.  
 —& Co.  
 Michael Jensen, Ger. s.s., 710, Uldrup, 14th  
 Aug.—Haiphong 10th Aug. Rakhoi 11th,  
 —and Hoihow 13th, Gen.—J. & Co.  
 Nanshan, Br. s.s., 1,296, Stowell, 21st Aug.—  
 —Samarang 12th Aug. Sugar.—B. & Co.  
 Nanyang, Ger. s.s., 983, Hass, 22nd Aug.—  
 —Iloilo 18th Aug. Ballast.—Tunk Kee.  
 Onsang, Br. s.s., 1,787, Davies, 23rd Aug.—  
 —Moji 15th Aug. Coal.—J. M. & Co.  
 Perla, Br. s.s., 1,287, McGinty, 25th Aug.—  
 —Cebu 20th Aug. Gen.—S. T. & Co.  
 Phra Chom Klao, Ger. s.s., 1,017, Reimers, 24th  
 Aug.—Bangkok 17th Aug. Rice.—B. & S.  
 Pitsanulok, Ger. s.s., 1,267, Fuchs, 22nd Aug.—  
 —Bangkok 15th Aug. Rice.—B. & S.  
 Pompey, Am. s.s., 1,200, Range, 28th May—  
 —Manila, P.I. 25th May, Ballast.—U. S.  
 —Government.  
 Rohilla Maru, Jap. s.s., 2,399, Bishop, 23rd  
 Aug.—Manila 21st Aug. Gen.—S. T. & Co.  
 Rubi, Br. s.s., 1,611, Almond, 24th Aug.—  
 —Manila, P.I. 22nd Aug. Gen.—S. T. & Co.  
 Shinano Maru, Jap. s.s., 3,960, Thompson, 25th  
 Aug.—Shanghai 22nd Aug. Coal.—N. Y.  
 —K.  
 Taihu, Ger. s.s., 1,063, Menzell, 20th June—  
 —Mauritius via Singapore 14th June, Gen.—  
 —E. A. T. Co.  
 Telemachus, Br. s.s., 1,347, Williamson, 23rd  
 Aug.—Saigon 19th Aug. Rice and Flour.  
 —Nam Wo & Co.  
 Thea, Ger. s.s., 933, Ohlerich, 22nd Aug.—  
 —Cheloo 15th Aug. Gen.—Chinese.  
 Trighav, Aust. s.s., 618, Randlich, 25th Aug.—  
 —Swatow 24th Aug. Gen.—Order.  
 Triumph, Ger. s.s., 708, Hansen, 18th Aug.—  
 —Moji 10th Aug. Coals.—J. & Co.  
 Tsinan, Ger. s.s., 1,022, Koch, 21st Aug.—  
 —Koh-si-chang via Swatow 13th Aug. Rice  
 —and Gen.—B. & S.  
 Wineland, Dan. s.s., 982, Degse, 24th Aug.—  
 —Moji 18th Aug. Coal.—Order.  
 Yuensang, Br. s.s., 1,123, Payne, 25th Aug.—  
 —Manila 22nd Aug. Gen.—J. M. & Co.  
 Zafro, Br. s.s., 1,611, Rodger, 18th Aug.—  
 —Manila 16th Aug. Gen.—S. T. & Co.

## STEAMERS.

On the 27th at 11.55 a.m. The barometer has  
 risen over E. Japan and is inclined to fall over  
 the Loochoos and the China coast.  
 Pressure is highest over the sea of Japan  
 and over the S. part of the China Sea and  
 relatively low over the middle part of the China  
 Sea and the Pacific to the E. of N. Luzon.  
 Gradients slight with light to moderate E.  
 and N.E. winds in the Formosa Channel and  
 over the N. part of the China Sea.  
 Forecast—E. winds, light or moderate;  
 showery.

## Post Office.

A Mail will close for—  
 Swatow, Amoy and Tamsui—Per *Hailong*,  
 28th inst., 9 A.M.  
 Canton—Per *Honam*, 28th inst., 9.30 A.M.  
 Manila—Per *Rohilla Maru*, 28th inst., 11 A.M.  
 Swatow, Amoy and Fochow—Per *Anping*  
*Maru*, 28th inst., 11 A.M.  
 Macao—Per *Heungshan*, 28th inst., 1.15 P.M.  
 Iloilo and Cebu—Per *Perla*, 28th inst., 3 P.M.  
 Manila—Per *Yuenwang*, 28th inst., 3 P.M.  
 Shanghai—Per *Takung*, 28th inst., 3 P.M.  
 Kowloon and Samshui—Per *Tungtung*,  
 28th inst., 4 P.M.  
 Canton—Per *Fishan*, 28th inst., 5 P.M.  
 Macao—Per *Wingchay*, 28th inst., 5 P.M.  
 Nantao—Per *Taitan*, 28th inst., 5 P.M.  
 Sanhuo—Per *Lee Wing*, 28th inst., 5 P.M.  
 Manila—Per *Zafro*, 29th inst., 9 A.M.  
 Singapore, Sourabaya and Samarang—Per  
*Onsang*, 29th inst., 10 A.M.  
 Europe, &c., India, via Tuticorin—Per  
*Valletta*, 29th inst., 11 A.M.  
 Shanghai—Per *Waishang*, 29th inst., 3 P.M.  
 Singapore and Penang—Per *Boron Driesen*,  
 29th inst., 3 P.M.  
 Shanghai, Chemulpo, Dalny and Port Arthur  
 —Per *Sulberg*, 29th inst., 4 P.M.  
 Swatow, Cheloo and Tientsin—Per *Kwei-*  
*yang*, 29th inst., 4 P.M.  
 Yokohama and Kobe—Per *Sambila*, 29th  
 inst., 5 P.M.  
 Tientsin—Per *Wangang*, 31st inst., 3 P.M.  
 Cebu and Iloilo—Per *Perla*, 31st inst., 3 P.M.  
 Nagasaki, Gensan and Vladivostok—Per  
*Savio*, 31st inst., 4 P.M.  
 Ningpo and Shanghai—Per *Ichang*, 31st  
 inst., 4 P.M.  
 Singapore, Penang and Calcutta—Per *Ligh-*  
*ning*, 1st Sept., 10 A.M.  
 Shanghai, Nagasaki, Kobe, Yokohama,  
 Honolulu and San Francisco—Per *Doric*, 1st  
 Sept., 11 A.M.  
 Europe, &c., India, via Tuticorin—Per  
*Katichou*, 2nd Sept., 11 A.M.  
 Iloilo—Per *Wuchang*, 4th Sept., 3 P.M.  
 Manila—Per *Rubi*, 5th Sept., 9 A.M.  
 Europe, &c., India, via Tuticorin—Per  
*Salasie*, 8th Sept., 11 A.M.  
 Manila, Port Darwin, Thursday Island,  
 Cooktown, Cairns, Townsville, Brisbane,  
 Sydney and Melbourne—Per *Changsha*, 8th  
 Sept., 3 P.M.  
 Shanghai, Nagasaki, Kobe, Yokohama,  
 Victoria and Vancouver, B.C.—Per *Empress of*  
*Japan*, 23rd Sept., 11 A.M.

## THE WEATHER.

The following report is from Mr. F. G. Figg,  
 Acting Director of the Hongkong Obser-  
 vatory—  
 On the 27th at 11.55 a.m. The barometer has  
 risen over E. Japan and is inclined to fall over  
 the Loochoos and the China coast.  
 Pressure is highest over the sea of Japan  
 and over the S. part of the China Sea and  
 relatively low over the middle part of the China  
 Sea and the Pacific to the E. of N. Luzon.  
 Gradients slight with light to moderate E.  
 and N.E. winds in the Formosa Channel and  
 over the N. part of the China Sea.  
 Forecast—E. winds, light or moderate;  
 showery.

On date at	On date at
10 a.m.	4 p.m.
Barometer .....	29.88
Temperature .....	78
Humidity .....	85
Rainfall .....	0.17

## CHINA COAST METEOROLOGICAL REGISTER.

	Bar.	Th.	Hum.	Wind	Wv.
Vladivostok, 7 a.m.	29.94	67	99	—	c
Nemuro, 5 a.m.	29.88	—	—	W 8	—
Hakodate, 6 a.m.	30.05	—	—	NW 2	—
Tokio, 6 a.m.	30.02	—	—	NW 2	—
Kochi, 6 a.m.	29.95	—	—	E 4	—
Nagasaki, 6 a.m.	29.95	—	—	NE 4	—
Kagoshima, 6 a.m.	29.95	—	—	—	—
Oshima, 6 a.m.	29.92	—	—	—	—
Naha, 6 a.m.	29.89	—	—	—	—
Ishigakijima, 6 a.m.	29.89	—	—	—	—
Taiaku, 5 a.m.	29.87	—	—	S 2	—
Taichu, 6 a.m.	29.85	—	—	—	—
Tainan, 6 a.m.	29.85	—	—	NE 2	—
Koshu, 6 a.m.	29.86	—	—	E 4	—
Pescadore, 6 a.m.	29.86	—	—	—	—
Weihawei, 9 a.m.	—	—	—	—	—
Sharp Peak, 9 a.m.	29.87	84	83	N 1	0
Amoy, 6.30 a.m.	29.89	79	91	—	0
Swatow, 9 a.m.	29.89	—	—	—	—
Canton, 10 a.m.	29.87	81	80	E 2	0
Hongkong, 10 a.m.	29.87	81	80	E 2	0
Victoria Peak, 10 a.m.	29.87	—	—	—	—
Gap Rock, 10 a.m.	29.87	—	—	NE 3	—
Macao, 10 a.m.	29.87	—	—	ENE 2	c
Haiphong, 10 a.m.	—	—	—	—	—
Bacold, 9 a.m.	—	—	—	W 5	r
Colo, 10 a.m.	29.91	80	—	SW 3	od
Ilebu, 10 a.m.	29.91	84	—	S 1	0
C. St. James, 10 a.m.	—	—	—	—	—

## VISITORS AT THE HOTELS.

**OCCIDENTAL.**  
 Bains, John W.  
 Burton, Mr. and Mrs. Liddle, Mr. and Mrs.  
 —F. R.  
 Burton, A. B.  
 Chandler, Lieut. F.  
 Curtis, W. W.  
 Diss, George A.  
 Dobbelman, D.  
 Donald, W. H.  
 Harris, Paul H.  
 Keeney, T. P.  
 Kevit, Dr. F.  
 Lopez, Mr. and Mrs.  
 Marshall, Chas. W.  
 Maras, C.  
 Park, Mr. & Mrs. A. A.  
 Pezate, Lieut. T.  
 Shepherd, Mr. F.  
 Stephens, H.  
 Woodbridge, F. J.

## HONGKONG.

Anderson, Mr.  
 Anton, A. S.  
 Bacon, W. E.  
 Barriett, E. G.  
 Bell, D. W.  
 Bencyon, A. M. T.  
 Bisset, E.  
 Black, Mr. and Mrs.  
 Bonner, E. A.  
 Bowers, Dr.  
 Brian, L.  
 Brown, W. S.  
 Calisen, F. W.  
 Carey, E. C.  
 Colson, F. T.  
 Coulson, C. H.  
 Dean, G.  
 Derbyshire, J. H.  
 Douglas, R.  
 Douglas, Capt. & Mrs.  
 Downing, T. C.  
 Ellis, Mr. and Mrs. A.  
 Emerson, A.  
 Fisher, H. G.  
 Fitzekken, O.  
 Franke, Carl  
 Glover, C.  
 Hall, Capt. T.  
 Hammer, Thos. A.  
 Hanna, W. B.  
 Harvey, R. D.  
 Haugbush, W. B.  
 Haydon, J. T.  
 Hill, L.  
 Hooper, Mr. and Mrs.  
 Howard, Thos.  
 Icely, Rev. J.  
 Jackson, H. T.  
 Jones, J. W.  
 Joseph, Mr. and Mrs.  
 Katsch, E. A.

## KING EDWARD.

Broughton, Mr.  
 Clark, John  
 Esplan, Jr., Chas.  
 Figueras, J.  
 Gerdes, Mr.  
 Halborn, Mr.  
 Hawley, Mr. and Mrs.  
 Geo.  
 Howard, E.  
 Muelle, Ed. (Consul for  
 Peru)  
 Rose, Mr. and Mrs. T.  
 Stephens, M. J. D.  
 Vaughan, H. S.

## CONNAUGHT.

Campbell, R.E., Lieut. Jordan, Mr. and Mrs.  
 J. R.  
 Cox, F.  
 Daly, Mr. and Mrs. R.  
 Dufour, Mrs. B.  
 Humphreys, W.  
 E. G.  
 Lee, G. E.  
 Marston, Mr. & Mrs. L.  
 Tibbey, H. M.  
 Tyrwhitt, T.  
 Williams, W. H.

## PEAK.

Allison, A.  
 Barnett, Dr.  
 Beattie, Andrew  
 Behn, Geo.  
 Bernard, Mrs.  
 Bird, Dr. and Mrs. J.  
 Brown, Col. L. F.  
 Brusse, George  
 Bunney, Major and Mrs.  
 J. W. and children  
 Chapman, Mr. & Mrs.  
 A. A.  
 Chester, Maj. A. A.  
 Dymack, R.A., Lieut. A.  
 Ferrier, Col. and Mrs. Pratt, R.A.; Major and  
 G. H.  
 Fuchs, A.  
 Gibson, Dr. Robert  
 Grant, G. C. Lindsay  
 Hamilton, Major A. B.  
 Hauser, Mr.  
 Hewitt, F. T. Baines  
 Hibbe, F.  
 Jeffrey, H. U.  
 Jones, Mr. and Mrs. P.  
 N. H.  
 King, R. H.  
 Lambkin, Col.  
 Lambkin, Col. & Mrs.  
 F. J.  
 Martin, R.  
 Longuet, Mr. and Mrs.  
 McDermott, A. P. B.  
 McGowan, Mr. & Mrs.  
 Mitchell, C. N.  
 Miliken, Robert  
 Ollis, Mr. and Mrs. F.  
 Ormiston, R.A., Major  
 Phipot, Leonard D.  
 A. A. Piper, Donald  
 Pollock, K.C., H. E.  
 Pratt, R.A.; Major and  
 Mrs. H. A.  
 Reid, T. H.  
 Rumsey, R.N., Hon. R.  
 Murray  
 Sawyer, Mrs. W. E.  
 Scott, Charles R.  
 Sinclair, A.  
 Smith, Carl W.  
 Spackshaver, W. O. C.  
 Thompson, Capt. N. G.  
 Thomson, O. D.  
 Titcher, Mr. and Mrs.  
 W. G.  
 Voort, R.T.R. Mr.  
 Wenborn, S. T.  
 Wilford, F. C.  
 Wolfson, Mrs. J. W.

## CRAIGIEBURN.



High Class  
Gentlemen's  
Outfitters.

EVERYTHING  
UP TO DATE.  
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,

GENERAL DRAPERS & HIGH CLASS  
DRESS-MAKERS.

High Class  
Gentlemen's  
Outfitters.

FAMED FOR  
SHIRTS.  
28, Queen's Road.

CHARMING SHIRT WAISTS.

DAINTY SILK BLOUSES.

NEW COFFEE COATEES.

WE SHALL BE PLEASED TO SEND A SELECTION  
OF THE ABOVE ON APPROVAL TO OUR  
CUSTOMERS ON RECEIPT OF THEIR  
INSTRUCTIONS.

EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

WILLIAM POWELL, LTD.

34, Queen's Road Central,  
Hongkong.

R. G. HECKFORD,  
MANAGER.

August 10th.